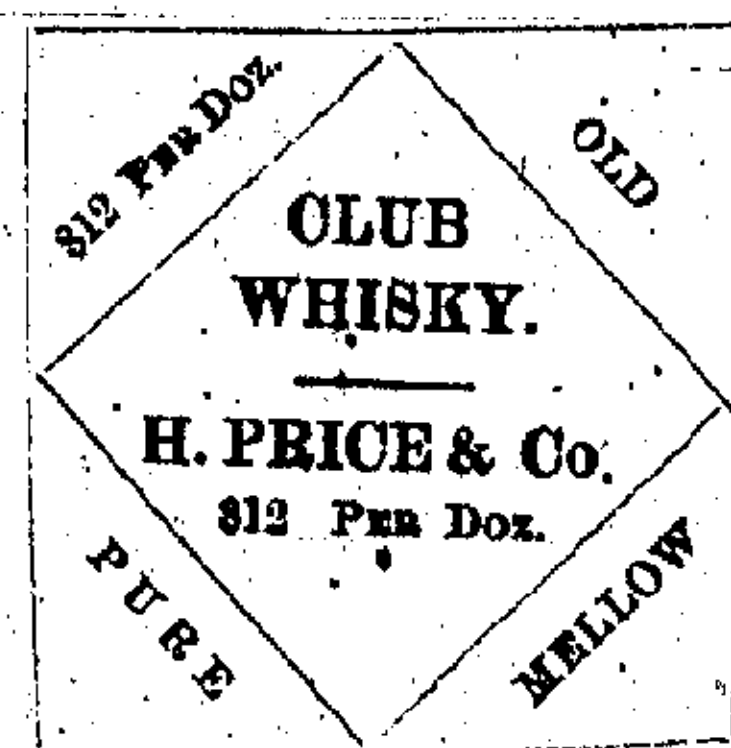


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The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, B.C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13th March, 1901

SOME discussion has arisen in Shanghai over the publication of details hitherto withheld of the Shanai atrocities in July and August last. The articles giving these details appeared in the *North-China Daily News*, and our contemporary, in reply to a correspondent writing over the title of "Disgusted," speaks as follows:—"Such details and many more have been in our possession for months, and they are so revolting that we have for a long time hesitated to publish any of them. But there has been a tendency, since it was found out that the foreigners in the Legations at Peking were not mas- sacred, to discredit the reports of atrocities that have been only passed from mouth to mouth, and we think that it is right to publish this small part of the truth." No one reading the articles will deny that the *Daily News* is right in calling the details "revolting." For this reason we refrain from reproducing them or quoting from them. If the truth of the story is established beyond a doubt, it may be salutary to let it be known, in order to check the excessive reaction which has taken place since the misdeeds of the Allied troops in the North were made public. Undoubtedly when the suspense about the beleaguered foreigners at Peking had been happily ended and it began to leak out how the forces which came to avenge outraged civilisation had themselves been guilty in a great many cases of conduct which would disgrace barbarians, the easily influenced public of the Old and New Worlds were led to minimise the wrong committed by the Chinese, and the truth of the case became again obscured. But is the evidence now published merely the statement of facts, which alone would justify the publication of so horrible a recital? Our

contemporary's informant is a gentleman who received his account from a Chinese convert of seventeen years' standing, formerly a military mandarin. This latter did not himself witness the atrocities, but obtained his report from two native Christians whom he had sent round the mission stations in Shanai to collect what news they could of the murdered missionaries. We wish to cast no doubt on the good faith of any concerned in the enquiry, but it must be said that the evidence is very far indeed from first-hand; and those who scouted the statements of Dr. DILLON and other correspondents about the conduct of the foreign troops up north cannot with justice claim explicit credence for all the reports as to Chinese atrocities. To do so is to show bias, not discrimination.

But while we are not prepared to accept as unimpeachable facts the whole of the story told by the *North-China Daily News* contributor, the mere figures of losses suffered by the various missions in Shanai seem to us sufficient to stir the feelings of the most callous. The China Inland Mission has compiled statistics of the deaths among the various missionary societies, exclusive of Roman Catholics, during the Boxer rising. It appears from these that in Shanai and over the Mongolian border no less than 112 adults and 45 children were killed. The writer in our Shanghai contemporary to whom we have been referring expresses a fear that publicity with regard to the Shanai atrocities may "result in anti-missionary legislation or in frightening away workers from the China Mission field." If anti-missionary legislation means that the practice of sending women and children into the heart of China is to be stopped as far as it is possible, not "fear" but "hope" is the word which should be used. We can conceive no excuse which the various evangelising bodies can bring forward for their part in the death of 28 British, 16 Swedish and 18 American children, beside a much larger number of women, in the most cases at the hands of savages as brutal as the Red Indians of the past or the Cossacks of the present. That such a practice has continued so long is an infamy. May it be hoped that among the good results of the horrors of last year there will be counted the prevention of this exposing to the worst of deaths of white women and children? The reform should proceed from the missionary bodies themselves. If it does not, the Governments concerned have a plain duty before them. All who wish well to missionary enterprise must trust that the Societies will not wait for legislation. Can the China Inland Mission, which has seen twenty children connected with its missionaries die; or the Christian and Missionary Alliance, which has lost fifteen children; or the other bodies, who are responsible for seventeen more—can these Societies continue to permit the sending of defenceless children; to say nothing of women who presumably go of their own choice, to a possible martyrdom and yet be considered worthy of respect? It is much to be regretted that we have as yet heard nothing of any steps being taken to prevent the repetition of the worst features of last year's massacres in the only certain way. The talk is still of the lesson which China has learnt. What is the lesson which the Missionary Societies have learnt? We note two facts bearing on this point in the February number of the Church Missionary Society. One is that the Society had called a public meeting in London on the 28th ult., on the subject of "Women's Work in China"; and the other that the number of women candidates for foreign service on behalf of the Church Missionary Society was less during last year than since 1895.

During the 24 hours preceding noon yesterday four fresh plague cases and three deaths were reported, all Chinese.

H.M.S. *Argonaut* left yesterday morning for Woosung. Later the British gunboat *Bramble* left for Amoy and the British storeship *Hebe* for Canton.

Among the names of those leaving for England by the *China* yesterday we noted those of Messrs. James McKie, J. H. Lewis, and R. D. Ormsby.

The medical representative in Hongkong of the United States Government is, we understand, advising the vaccination of all crews and passengers on board Pacific-bound vessels in view of the recent cases of small-pox here.

Captain Chester, who brought out the U.S.S. *Kentucky*, was a passenger to San Francisco by the *s.s. China*. Captain Stockton, who has seen much active service at Santiago, succeeds Captain Chester in the command of the battleship.

An enquiry will be held on Tuesday morning, 19th inst., at the Magistracy, into the circumstances attending the deaths of Brodie and Johnson, the two divers who lost their lives through the sudden overturning of the second time of the dredger *Canton River* on the afternoon of the 2nd inst.

The annual four days' meeting of the Manila Jockey Club opened on the 7th inst. on the Santa Mesa track.

It appears from the Straits papers that Singapore is no longer officially regarded as a cholera-stricken port by the Netherlands India Government.

We have received the first number of the *Revue de l'Extrême-Orient*, a new weekly paper published in Shanghai under the direction of M. Tillot.

The *Echo de Chine* states that it learns from Foochow that Chinese coolies have signed an agreement to go to Madagascar, for which they have been engaged by a French agency.

The Siamese authorities have decided to introduce a paper currency of their own very shortly. At present the only notes in circulation there are those of the European banks which have branches in Bangkok.

The following graphic piece of writing comes under the heading of "Police Court" in a Manila contemporary:—"A lovely day. Pedro Dionisio drank 'bean' till his eyes bulged out, and then he went to the theatre and gave a lovely exhibition of 'snakes.' His yells raised the stage-curtain six inches and drove five pianinies insane. Fined \$10."

An *Asahi* telegram from Choninpo on the 27th ult. says that the Japanese losses of Gatsubito Island was demanding the evacuation of the island by the Korean inhabitants on or before the 15th March. He applied to the Korean Government to order the Koreans to leave the island, but the natives have been increasing in numbers instead of withdrawing, owing to the changeable attitude of the Korean Government.

A Peking telegram to the *New Press* (Shanghai) reports considerable difficulty with regard to the delimitation of the area proposed to be reserved for a foreign settlement in the Tartar City, Peking. The Chinese commissioners are holding out very stubbornly for the retrocession of all their government yamens in the vicinity of the Legation quarter. The Foreign Ministers claim that no Chinese places whatever, not even the Imperial Maritime Customs offices, can be allowed in that quarter. The difficulties on this point are becoming acute.

The death is reported on the 28th inst., under painful circumstances, of M. F. Chaland, an old resident of Bangkok, and part proprietor of the *Siam Free Press*. After being seen apparently in the best of health during the morning, he was missed, and was found in his house in Windmill Road suspended by a rope from a beam. Everything that was possible was done for the unfortunate man, but efforts were without avail. M. Chaland went out to Siam as assistant in the firm of Bonaville, and afterwards went into partnership with Mr. Shaw under the style of Shaw and Chaland. M. Chaland bought the *Siam Free Press* when it was sold by Mr. Lillie.

Two local snapshots from the camera of Mr. G. H. Evans, of the Hongkong Dockyard, appear in the London *Sketch* of 13rd January. The accompanying letterpress says:—"The brace of snapshots from Chinese waters show that not only is Jack ready at a moment's notice to resolve himself into the 'Handy man' ashore, as Capt. Hedworth Lambton and his merry men did at Ladysmith, but that he is also prompt on occasion to perform such difficult tasks as the raising of H.M.S. *Sandpiper* and this dredger, which, sunk during the recent typhoon, were brought to the surface, and are afloat again, thanks to British skill and indigestible energy, which, let Lord Rosebery pull as long a face as he likes, are bound to keep old England in the very front rank of the nations." The unhappy accident of the 2nd inst. has caused our contemporary to err in one respect.

FOOTBALL.

In the third round for the Challenge Shield, G. Company, Royal Welsh Fusiliers, who were defeated by two goals to one in their tie against the Victoria Recreation Club on Saturday, 16th ult., lodged a protest on the ground that a player in the opposing team was a non-member of the Recreation Club. The protest has been heard by the Shield Committee, who, after careful consideration, have overruled it.

The V.E.C. and the 15th Company (Siege Train), S.D. R.G.A., meet in the semi-final for the Shield on Saturday next, at 4.30 p.m., when the following will be the composition of the former team:—

Goal—Gidley; backs—Fittock and Duncan; half-backs—Loureiro, Lapsley, and H. Ward; forwards—Seth, Yule, Brett, Heron, and Henderson.

LATEST STEAMER MOVEMENTS.

The T. K. K. steamer *Nippon Maru*, with mails, etc., from San Francisco to the 19th ult., via Honolulu, has arrived at Yokohama, and left for this port on Tuesday morning, 12th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The C. P. B. steamer *Empress of China* arrived at Yokohama at 1.30 p.m. on Monday, the 11th inst., and left again at 10 a.m. on Tuesday, the 12th inst., for Kobe, where she is due to arrive this morning at 9 a.m.

The C. P. B. steamer *Athenian* left Vancouver on the 10th inst. for Hongkong via the usual ports of call.

TELEGRAMS.

"DAILY PRESS" SERVICE

[FROM OUR CORRESPONDENTS.]

GENERAL NEWS.

LONDON, 11th March, 6.10 p.m.

DESTRUCTIVE GALE IN THE STATES.

A gale has swept over the southern and western part of the United States of America. Considerable damage and loss of life have been occasioned.

NEW P. & O. SHIP BUENT.

The Peninsular and Oriental Steam Navigation Co.'s new steamer *Egyra* has been burnt on the stocks at Limehouse. The damage to the Company is estimated at £10,000.

[The *Egyra* was one of the latest designed vessels of the P. & O. Company, and was built for the Calcutta service. She was practically a sister ship to the *Mulla* and the *Nadia*, and was at 6,800 tons register and 4,500 h.p., with accommodation for about 150 first and second class passengers.]

COTTON MARKET.

Cotton rates at Liverpool and New York are hardening.

REUTERS'S SERVICE.

LONDON, 10th March.

THE UNITED STATES AND CHINA.

The United States in an identical note to the Powers declare that they deem it inexpedient for the Chinese Government to make an independent arrangement with any foreign power while peace negotiations are progressing in Peking.

TRIAL TRIP OF THE "SAINAM."

Of the many crafts which are to be seen plying about the river at Canton none are more interesting than the stern-wheelers, a class of boat admirably suited for river traffic. The native boats are of course worked by coolies, but are long there is every reason to believe that a fine fleet of stern-wheelers worked by steam will have come into existence. A syndicate in which Messrs. Butterfield and Swire, Messrs. Jardine, Matheson, and Co., and the Hongkong, Canton, and Macao Steamboat Company are interested are already the possessors of two boats—the *Nanning* and the *Sainam*—built for the Canton-Wuchow run, both of which have been constructed by Messrs. Fenwick and Company Limited. The *Sainam* ran her official trial trip yesterday afternoon, the trip being in every way a success. There was a large company on board, including His Excellency the Governor (Sir Henry Blake G.C.M.G.), Messrs. R. F. Johnston, Cruickshank (Government Surveyor, New South Wales), W. Poate, Sinclair, W. J. Grosson, W. Ramsay, D. Macdonald, (Capt. G. C. Anderson), (Capt. F. G. Goldard, Hewitt, E. C. Emmott, T. Yule, A. Rodger (chairman, Messrs. Fenwick and Company), W. Parlane (director, Messrs. Fenwick and Company), W. G. Winterburn (manager, Messrs. Fenwick and Company), D. Harvey (of Messrs. Fenwick and Company), J. I. Andrew, (Capt. Branch, Captain Lowius takes command of the *Sainam*, with Mr. W. G. Hooke, R.N.R., as chief engineer.

The *Sainam* is sister-ship to the *Nanning* (built by the same firm), which has been plying on the West River, between Canton and Wuchow, for some months past. These steamers are interesting as being pioneers of their class in these waters, the *Nanning* having become very popular with native travellers during the period she has been running. The *Nanning* is now back in Hongkong for the purpose of having the passenger accommodation increased, and some slight alterations made, which experience has shown to be necessary. The vessels are 168 feet long, 31 feet broad and 8 feet deep, with a net registered tonnage of 350 tons. Nicely fitted accommodation is provided for ten first-class passengers, each room being provided with electric as well as oil lamps, the usual mirrors, set-racks, lavatory basins, rugs, etc., and upholstered with green hair-cloth. There are four large cabins aft for reserved class Chinese, a women's room with eight berths, and a large compartment with six berths for second-class Chinese. Separate lavatory accommodation is provided for all classes. The saloon is a neat room furnished with polished teak and nicely upholstered. It is well lit up with electricity, as is also every other part of the ship. Four large life-boats show that every provision has been made for the safety of passengers. It may also be noted that the telegraphic arrangements between the pilot house and engine room are very complete, there being fitted an extra dial about the middle of the vessel's length so that orders may be transmitted from the pilot house when necessary. Each standard is also provided with a pointer showing the direction in which the engines are moving. The steering gear and compass are fitted in the pilot-house, the former operating two balanced rudders. On the main deck there is sleeping accommodation for 80 passengers, but altogether several hundred deck passengers can be carried on short runs. Here, again, a separate compartment is reserved for women, while the crew are berthed at the forward end. The boiler room is amidships. The boiler is of the multi-tubular type, 13 feet diameter, and working at a pressure of 120 pounds on the square inch. For driving up against a strong current, or if using inferior fuel, an engine is provided which rotates a fan impelling air into the furnaces. A water indicator shows the pressure of air in the tanks. There is also fitted a large duplex pump for circulating water to the sanitary system and for general purposes. The galleys are situated

on each side of the boiler house, one being fitted with cooking range and utensils in European style, and the other with rice boiler and stoves for natives. The engines indicate about 400 horse power. They are on the compound surface-condensing principle, the diameter of cylinders being 18 inches and 36 inches, with a stroke of six feet. The water for circulating is driven by a separate rotary pump, which easily maintains a vacuum of 20 inches. The dynamo and its engine, with an elaborate array of switch boards, are placed in the engine room. The paddle wheel is 17 feet in diameter between centres of floats, and revolves at full speed at the rate of 20 turns per minute, giving a theoretical velocity of 10½ knots per hour.

On the return of the boat to Wanchai the company assembled in the saloon. Mr. PARLANE proposed "Success to the *Sainam*." He trusted the boat would be successful and profitable to her enterprising owners, and proposed that they knew those two ships were pioneers of commerce on the inland water-ways of the Kwangtung province. He also hoped that they were merely the first of a fleet which Messrs. Fenwick and Company might have the honour of building for the same owners. (Hear, hear.) They had tried to make a good job of them and they hoped they would be a success. They would always take a deep interest in their future career. He might say that they were exceedingly pleased to see His Excellency the Governor there that day. (Hear, hear.) They knew the interest he took in the commercial and enterprising prosperity of the colony, and they trusted to be honoured with his presence on many similar occasions in the future. (Applause.)

His EXCELLENCY said that this had been a most interesting occasion for him. He had taken the deepest interest in that ship and her sister-ship, the *Nanning*. He had seen them both constructed as day by day he had ridden along the Praya in early morning. He thought he knew that ship from her skin to her upper works, and hearty congratulations to Messrs. Fenwick and Company on the work they had turned out. He had been all over the ship and he thought she was admirably suited for the purpose for which she had been constructed. He hoped the day was not far distant when ships of that kind would be able to call at every port on the West River for passenger traffic without restriction. (Hear, hear.) He thought that that was a great desideratum, but it was absolutely necessary for the successful carrying out of the business of this port that the inland navigation regulations as originally intended should be carried out. (Hear, hear.) Hongkong, as he had observed in his last annual report, had fair to become a great manufacturing centre. Hongkong at the present moment was a great ship-building centre. From Pankok to Manila and up to Taku the launches built in Hongkong were at the present moment working, and nowhere was there better work turned out. He hoped that as Mr. Parlane had said, these two ships were only the precursors of a large number of vessels of the same class, and that the trade of the West River would rapidly develop. He had no doubt that when the great docks which were contemplated were completed Hongkong would be the great ship-building centre of the East. He thought Messrs. Fenwick and Company were to be congratulated on the success with which they had carried out the contract in regard to the building of these two ships. He echoed Mr. Parlane's hope that the firm would have many other ships of a similar kind to construct, and that their construction would be as successful as that of their predecessors. He asked the company to join him in drinking success to Messrs. Fenwick and Company, and in congratulating them on the success of their work.

This was done, and Mr. Parlane having returned thanks on behalf of the company, the proceedings terminated.

MANILA.

[FROM OUR CORRESPONDENT.]

Manila, 7th March.

GEN. MACARTHUR'S NEW SCHEME. General MacArthur has hit upon a novel scheme, which promises to be an important aid to the difficult work of inducing the insurgents to give up their rifles. Up to the present time the military authorities have hung out a bait in the form of \$30 Mexican, which was offered to anyone who had become tired of fighting or who for other reasons was willing to give up his gun and begin life again as a good peace-loving subject or citizen. Of course this sum is considerably above the ordinary cost of the rifles, but it is nevertheless a most profitable business for the Government, because once the rifles are out of the hands of the natives, the pacification of the archipelago will be greatly simplified. Suppose there are 10,000 rifles yet remaining in insurgent hands. If they were all turned in to-morrow they would cost the Government \$300,000 and they would be worth to the Government no one knows how much, but certainly a great deal more than three million dollars.

ANOTHER PRIVILEGE FOR THE PEACEFUL.

General MacArthur has offered to everyone who surrenders a rifle not only the original \$30, but also the very desirable privilege of naming for liberty one of the five thousand military prisoners who are held in Manila and the various prisons of the islands, provided that the man chosen is not held on serious criminal charges. A man for a rifle is a fair swap and it should be a winning game with the natives.

THE TEXT OF THE ORDER. The new order was drawn up on 1st March and is as follows:—

1st March. From the date, upon the delivery to the United States of serviceable breech-loading rifles, or serviceable-revolving or repeating pistols, prisoners of war, in numbers equal to the number of arms delivered, will be released from confinement, the prisoner or prisoners released to be designated by the person delivering the arms unless it shall appear necessary to hold any particular prisoners whose release is asked, but the person who may have turned in the gun may designate another prisoner in place of the one whose release is desired.

Any prisoner who may be liberated in the pursuance of this authority will, upon taking the oath of allegiance, be free to return to their homes and to engage in their ordinary peaceful vocations. So long as they observe their oath of allegiance they will be unmolested, but a failure to do this upon the part of any released prisoner will subject him to the most severe penalties, not only for such failure but for past offences.

For serviceable breech-loading rifles and serviceable-revolving or repeating pistols delivered as above payment will be made as heretofore authorized and the arms will be received and accepted for by any commanding officers of regiments, posts or detachments. Reports of all deliveries, with names of those presenting the arms, and names and residence of prisoners proposed for liberation, will be promptly forwarded to these headquarters.

THE PASSAGE OF THE SPOONER BILL—NOT REGARDED AS SATISFACTORY.

The full text of the Spooner Bill, as finally passed by Congress, was telegraphed here to-day to the Commission. It went through as a rider on the Army Appropriation Bill of 2nd March. The Spooner Bill has been before Congress for more than a year and while it is very short and concise in text it powers an originally drafted were very great. In the present form in which it has passed, these extensive powers are very much curtailed.

The difficulties of the present situation are not all relieved so far as the alienation of the public domain is concerned. So the miners and timber men are as badly off as ever. So far as the reading indicates there is no provision for the granting of corporate franchises. This latter was very much desired by the Commission, and by all the business men of the islands. There is a provisional clause but it does not meet the requirements of the case. Altogether it will not be an exaggeration to say that the final state in which the bill comes to Manila is a disappointment.

SPOONER BILL.

The text as telegraphed is as follows:— "All military, civil and judicial power necessary to govern the Philippine Islands acquired from Spain by the treaties concluded at Paris on the tenth day of December eighteen hundred and ninety eight and at Washington on the seventh day of November nineteen hundred shall, until otherwise provided by Congress, be vested in such person and persons (and shall be exercised in such manner as the President of the United States shall direct for the establishment of civil government and for maintaining and protecting the inhabitants of said Islands in the free enjoyment of their liberty, property and religion. Provided that all franchises granted under the authority hereof shall contain a reservation of the right to alter, amend or repeal the same. Until a permanent government shall have been established in said Archipelago full reports shall be made to Congress on or before the first day of each regular session of all legislative acts and proceedings of the temporary government instituted under the provisions hereof and full reports of the acts and doings of said government and as to the condition of the Archipelago and of its people shall be made to the President, including all information which may be useful to Congress, in providing for a more permanent government. Provided that no sale or lease or other disposition of the public lands or the timber thereon or the mining rights therein shall be made; and provided, further, that no franchise shall be granted which is not approved by the President of the United States, and is not in his judgment clearly necessary for the immediate government of the Islands and indispensable for the interest of the people thereof, and which can not, without great public mischief, be postponed until the establishment of permanent civil government, and all such franchises shall terminate one year after the establishment of such permanent civil government."

ROBINSON PIANO COMPANY, LIMITED.

The following is the report for presentation to shareholders at the first ordinary annual meeting, to be held at the Company's Office, No. 13, Queen's Road Central, at 5 o'clock to-day, 13th March:—

The General Manager has pleasure in submitting report and balance sheet for the year 1900. The gross profits have been \$68,877.74 and the net profits after paying all charges \$24,920.88, equal to about 15½ per cent. on the capital of the Company. It is proposed:— To pay a dividend of \$5.50 per share, being at the rate of 11 per cent. absorbing... \$17,600.00 To wipe off goodwill account... 1,995.71 To carry forward to reserve in new account... 5,325.17

\$24,920.88 The business of the year was interfered with by the state of affairs in the North, and a very considerable number of sales on hire-purchase agreements were cancelled in Shanghai, and to a lesser extent in Hongkong, during May to September. The result of the year's working may therefore be considered satisfactory.

Stocks on hand in Hongkong, Shanghai and Singapore are, however, than usual, due in great part to large purchases by the General Manager whilst in London, the Continent and America, arriving towards the end of the year. Sundry debts are also heavier than usual, but they have since been largely reduced, as have also accounts payable.

Some new men were sent out by the General Manager and arrived during latter half of the year, so the Company has benefited from their services for a few months only.

New machinery has arrived from America for our Piano Factory, which is now well equipped, and we are enabled to manufacture quicker, better and cheaper than heretofore, and the benefit from which we are confident will mark the present year. The plans of our own manufacture continue to grow steadily in public favour and to earn the good opinion of experts and general users for their excellent all round good qualities. They compare more than favourably with first class imported makes, and we are able to sell them at \$100 to \$150 less. We have in our Piano Factory a growing and very considerable source of profit.

Prospects for the present year are most excellent, sales to date being much above average, and we have the best right to look forward to the current year's working with the most pleasant anticipations.

The books have been audited by Mr. W. Hutton Potts.

W. G. VAUGHAN-ROBINSON, General Manager.

Hongkong, 5th March, 1901.

ROYAL HONGKONG YACHT CLUB.

On Saturday, the 9th inst., fifteen yachts came forth to have a try for the two cases of champagne which had been presented by Mr. E. W. Mitchell as first and second prizes. The course was the same as the Naval Cup, viz., Channel Rocks, Myers Bay, and the markboat on the line twice round. The following were the starters and handicaps:

Alannah	allows
Bonito	1 min.
Erica	2 min. 30 sec.
Maid Marian	2 min. 30 sec.
Glenn	4 min. 30 sec.
Doreen	4 min. 30 sec.
Chanticleer	4 min. 30 sec.
Meteor	6 min.
Active	6 min.
Dart	9 min.
Payne	9 min.
Ladybird	10 min.
Sageona	22 min.
Gazelle	22 min.

Alannah was steered by Mr. Denison in the absence of her owner, who felt that his duty as a volunteer must come before his pleasure as a yachtsman, while Chanticleer was in charge of Captain Brown, of the Central India House, as Mr. Thornhill had gone out with the force intended to attack Kowloon on the following Monday. Alannah had slightly the best of a very pretty start, Bonito losing a bit through the vagaries of the Dart, who was making over on the wrong side of the line and started from that side on Bonito's weather side. It was a boat out to Channel Rocks in a nice light breeze, and Alannah quickly got out a slight lead, Meteor and Iris close behind, with Chanticleer and Eric close behind. All the leaders stood on far too long towards North Point, as when they came about on the starboard tack they were able to lie up far above the Channel Rocks, Alannah having gone farthest wrong, Bonito and Meteor being nearly as bad. Channel Rocks were rounded by Alannah with a lead about a minute on Iris, who was a length or so ahead of Chanticleer and Bonito, the latter getting the best of the turn and drawing out just clear ahead. On the run down to Myers Bay, Alannah picked up a lot of weeds on her hull and had to haul up into the wind to get them off. The mark was first rounded by Iris, Bonito, Chanticleer near together, with the remainder of the fleet close up. The leaders soon ran into a calm, and the mark boat at the line was rounded by Alannah, Iris second, and the remainder all close together. The wind now was very light and Alannah and Iris worked towards Blackheads, Eric, Payne and Sageona going into the man-of-war anchorage, where they suddenly got a strong southerly wind for about ten minutes, which took them nearly to Myers Bay, where they were again wind again and found themselves at the end of all the rest. The best up to Channel Rocks was uneventful, Alannah and Iris working up to first and second, but the leader being only three minutes ahead of Sageona it was a foregone conclusion which way the prize would go. They struck out very slightly in the reach and ran home, and a very snaky run ended as below:

THE NINTH CLUB RACE.

The Ninth Club Race was sailed on Sunday, the 10th, the course being from Public Pier, Kowloon, round the North Fairway Buoy and a markbait at Lyceemoon, distance 12 miles. The wind was very light, almost due west, and a very strong ebb tide was running all the afternoon.

The remainder gave up.

The Ninth Club Race was sailed on Sunday, the 10th, the course being from Public Pier, Kowloon, round the North Fairway Buoy and a markboat at Lyceum, distance 12 miles. The wind was very light, almost due west, and a very strong ebb tide was running all the afternoon.

At the starting gun Bonito was first across the line, being a few yards to windward of Iris, Alannah, contrary to custom, being almost the last to get away. Bonito at once shot away and made a long leg out towards Stonecutters, sailing wonderfully fast in the light air although not holding a good wind as the others. Helped by meeting the freshening breeze and sailing in slacker water she was about six minutes ahead of Iris at the buoy, the latter being closely attended by Chanticleer and Alannah. It was a very hot and tedious run to Lyceum, but with the assistance of the tide most of the journey was accomplished in fair time. About a quarter of a mile short of Lyceum mark the west wind died out altogether, but Bonito, with the assistance of the tide and a breath from the east, got round the mark, but could not get near home for a quarter of an hour. Suddenly the wind came again, bringing up all the second class boats, and the whole lot came tearing down to the mark boat in a bunch. Here there was considerable crowding, which ended in Alannah and Iris, followed by a few more, standing off to the North Shore, while Bonito (who only got the wind when the others were rounding) led another division towards Quarry Bay. It was soon evident that the latter was the correct course and a pretty race home ensued. Bonito gradually drawing out from Chanticleer, who was also leaving, Eric and Doreen up to the Oil Works. Here they crept along the shore, each tacking and then a long leg to round the Dock. Here Bonito went too far into the bay and had to sail large to get out, side the rocks, and at Blackheads Chanticleer had closed up to within a few yards; but again Bonito began to creep away, although very slowly, for Chanticleer, beautifully handled by Captain Brown, was going as she used to in the old days, and the light air was just what she liked. Eric and Doreen were having a close race for third place, but Eric came too far out into the tide way, and, although only a few yards behind her, was beaten by over seven minutes. The Meteor was third boat in, having been nearly all the first class boats on the beat back from Lyceum, and of course scored an easy win. Subjoined are the official times at the finish and the marks up to date, which show the first class championship in a most interesting state as between Alannah and Bonito:

Hrs.	min.	sec.	Mark.	Total to date.
Bonito	4	34	1	48
Chanticleer	4	35	—	4
Doreen	4	45	15	1
Erica	4	52	31	15
Glenn	4	58	—	23
Iris	4	39	18	40
Alannah	5	23	18	—
Maid Marian (did not start)	—	—	—	3
Meteor	4	37	6	56
Payne	5	20	15	4
Dart	5	26	52	1
Ladybird	5	30	7	14
Sageona	—	—	—	10
Gazelle	—	—	—	1
Syl	—	—	—	1

HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

BALANCE SHEET.

31st December, 1900.

To capital (20,000 shares at \$50 fully paid up) 1,000,000.00
To new capital (3,000 shares at \$50 fully paid up) 150,000.00
454,300.00

To Hongkong and Shanghai Banking Corporation 55,438.05
To debentures outstanding 500,000.00
To Land Investment Co. 250,000.00
To mortgage account 242,582.18
To sundry creditors 1,040,020.24
2,500,000.00

To reserve fund 250,000.00
To depreciation and repairs account 65,163.20
To unclaimed dividends 1,084.50
To profit and loss account, balance 22,082.07
2,838,636.01

By value of land and buildings at Kowloon as per last account 1,432,841.23
By cost of land and buildings acquired by since expended on levelling land and on new buildings 208,693.10
2,641,534.33

By value of wharves at Kowloon as per last account 107,578.55
Since expended on new wharf 6,834.74
114,413.29

Less written off 113,613.29
1,000.00

By value of railways and rolling stock at Kowloon as per last account 31,810.57
Since expended on new rails &c. 31,489.85
62,300.42

Less written off 63,904.42
8,396.00

By value of launches as per last account 30,625.00
Since expended on new launch 10,375.40
41,000.40

Less written off 41,000.40
6,000.00

By value of lighters as per last account 81,915.88
Since expended on new lighters 17,912.86
99,828.74

Less value of 3 lighters wrecked in typhoon of 10th November, 1900 1,512.35
98,316.39

Less written off 98,316.39
10,316.39

By value of land at West Point (44,435 square feet at \$4) as per last account 177,740.00
Less sold 5,372.5 square feet at \$4 21,490.00
156,250.00

By value of buildings at West Point as per last account 100,883.88
By value of wharf at West Point as per last account 3,000.00
Less written off 3,000.00
100,883.88

By value of shore-lease as per last account 3,405.45
Less written off 405.45
3,000.00

By value of furniture and plant as per last account 7,893.17
Less expended on new machinery 18,315.06
10,421.81

Less written off 26,308.23
1,886.35

By sundry debtors 100,104.51
By Hongkong Bank (unclaimed dividend) 1,034.50
By cash on hand 7,032.13
By value of coal on hand 10,770.95
By value of timber, iron, and stores on hand 58,514.40
22,808,636.01

WORKING ACCOUNT.

To wages of permanent staff 163,226.93
To Crown land 10,726.51
To taxes 14,283.12
To charges (office and telephone rent, stationery and printing, collecting commission, sundries, &c.) 22,938.10
To legal expenses 1,300.51
To fire insurance 3,874.53
To claims on cargo 11,570.83
To expenses on cargo and coal, coolie hire, &c. 282,536.35
To expenses of launches 10,138.57
To expenses of lighters 8,505.44
To balance to profit and loss account 229,585.40
708,593.31

By wharfage, storing, &c. 768,593.31
By interest 45,936.51
By transfer from working account 20,000.00
734,530.32

PROFIT AND LOSS ACCOUNT.

To interest 45,936.51
To legal expenses 1,300.51
To value of 3 lighters lost in typhoon 87,512.35
To loss sale of wreckage 49.00
1,272.35

To balance appropriated as follows:
Directors' and auditors' fees 810,500.00
Financial dividend 74,215.00
Transfer to depreciation and repairs account 35,000.00
Transfer to reserve fund 250,000.00
Amount written off 6,000.00
Launches 10,375.40
Lighters 17,912.86
Railways and rolling stock 31,489.85
Kowloon wharves 31,613.29
West Point wharf 3,000.00
Sundries 1,034.50
Furniture and plant 1,208.23
Amount carried to new account 22,082.07
435,227.85

By balance from last account 50,109.00
By transfer from working account 100,000.00
By premium on 9,686 shares @ 25 each 242,150.00
By unclaimed dividends 1,084.50
By transfer fees 85.00
593,348.51

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By premium on 9,686 shares @ 25 each 242,150.00
By unclaimed dividends 1,084.50
By transfer fees 85.00
593,348.51

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CHINA & MANILA STEAMSHIP CO., LIMITED.

The following is the report for presentation to the shareholders at the eighteenth ordinary general meeting to be held at the office of the general managers on Saturday, 23rd March, 1901, at 12 o'clock noon.

Annexed we beg to submit to shareholders the usual annual statement of accounts for the year ending 31st December, 1900.

The net profit, including the balance from last year, amounts to \$143,818.26, which it is proposed to deal with as follows, viz.:

To place to reserve fund \$18,000.00
To pay a dividend of 10 per cent 57,974.00
To carry forward to next year's account 67,844.26

To keep up with the growing requirements of the line two first class boats have been contracted for and are now being built at home, and in the meantime the s.s. *Perla*, formerly *Menmuir*, was purchased in January 1900, and has proved to be a very satisfactory acquisition to the Company.

In accordance with special resolutions passed on 14th April, 1900, the capital of the Company was raised to \$1,000,000.

CONSULTING COMMITTEE.
Mr. Lewis retired, and Mr. H. P. White was elected in his place. Messrs. Gillies, Siebs, White and Sheehan all retire, but offer themselves for re-election.

AUDITORS.
The accounts have been audited by Messrs. T. Arnold and Fullerton Henderson, who are eligible for re-election.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 9th March, 1901.

PROFIT AND LOSS ACCOUNT.

For the year 1900.
Donation to Indian famine fund 500.00
Consulting Committee's fees 4,000.00
Auditors' fees 400.00
Charges 7,824.48
Interest 5,416.48
Exchange 425.68
Sundry debtors 54,363.83
Balance 143,818.26

Balance brought forward from 1899 1,013.39
Profit on working of the steamers *Kowloon*, *Dumaine*, and *Perla* 209,532.24
Profit on stores 196.06
Amount transferred from bad and doubtful debts 1.75
320,773.53

By value of Company's fleet \$511,323.40
Less depreciation for 1900 51,323.40
460,000.00

Installments paid on new steamers 239,682.82
Value of bays and moorings at Hongkong 3,540.43
Less depreciation for 1900 3,046.43
500.00

Value of coals on hand 1,222.09
Value of stores on hand 5,304.33
Premium value of unexpired policies 15,811.27
Sundry debtors 58,399.55
Outstanding freight 1890 1,839.26
Outstanding freight 1900 95,463.25
94,107.50
Cash on hand 6,087.68
\$881,693.55

POLICE COURT.

Tuesday, 12th March.

BEFORE MR. HAZELAND.

POOR RETURN FOR HOSPITALITY.
A coolie was charged with assaulting and attempting to rob a sampan woman on the 11th inst. at Aberdeen.

The defendant arrived in the colony two days ago from the interior, and on Monday night, having no place to sleep, went to procure a bed, he asked the complainant to allow him to pass the night in her boat. She consented out of pity for his condition, but during the night he assaulted and attempted to rob his benefactress, whose shouts of "Save life" attracted the notice of a passing constable.

The officer boarded the sampan and arrested the defendant.

He was sentenced to three months' hard labour, the first fortnight to be in solitary confinement, and afterwards to be deported.

HEAVY FINE FOR OPIUM.
Chung Kung, of no occupation, pleaded guilty to the unlawful possession of sixty taels and seven maces of prepared opium without a valid certificate on the 12th inst. The opium was found tied round the defendant's waist.

A fine of \$500, with the alternative of two months' hard labour, was inflicted. The defendant went to prison.

BEFORE MR. KEMP.
A coolie faced the bench on two charges—(1) attempting to steal from the person of another coolie a passenger's ticket for Singapore; and (2) assaulting that coolie on the 11th inst. He denied both charges.

The complainant stated that on Monday forenoon, at the Harbour Office—where he purchased the ticket—the defendant and several others pushed and jostled him. The defendant then inserted his hand in the complainant's pocket and tried to snatch the ticket. The complainant, anticipating this move, held on to the ticket, and was assaulted by the defendant's friends, who struck him in the face and pulled his queue. A constable who witnessed the incident arrested the would-be thief.

There was a previous conviction for larceny against the defendant, who was sentenced on the first charge to 14 days' hard labour, and on the second fined \$5 or 7 days, the sentences to be consecutive.

THE KID OF A CHINESE CLUB.
The thirty-six persons who were arrested by Chief Detective Inspector Hanson and a party of detectives on the 4th inst. on premises situated at 262, Queen's Road West, the hearing of whose case was adjourned from the 6th inst., again appeared before his Worship.

They were defended by the Hon. Dr. Ho Kai, barrister-at-law, who, after evidence had been heard, asked his Worship to interpret liberally the Gambling Ordinance upon which the prosecution was based—Ordinance 7 of 1891—as the case was one which touched very closely upon Chinese social clubs. Further, the Ordinance, if strictly carried out, might prove detrimental to all clubs in the colony—European and Chinese. He contended that the

premises upon which the defendants were found was a bona fide club, constituted in the usual way and governed by the same rules that were found to be applied in other clubs.

Chief Detective Inspector Hanson, who conducted the prosecution, held that if the defendants were not gamblers, there was no necessity for their having a watchman at the door and an electric bell connecting from the hall-way with the room in which the defendants were arrested. It took two Chinese detectives to overcome the watchman, a barly fellow who resisted violently, and even then the ringing of the electric bell warned the defendants of the presence of the police.

His Worship found that the premises had been proved to be a common gaming house, and that a game as described in the Gambling Ordinance was being played upon the premises. On these grounds the defendants would be convicted.

The fourth to the thirty-third were fined \$10, and the third—the keeper of the house—was fined \$100. The remaining five were discharged.

LATE TELEGRAMS.

NEWS VIA AUSTRALIA.
THE WAR IN SOUTH AFRICA.
Adelaide, 14th February.

The Dutch Government, realising the possibility of complications arising through Kruger's agitation for European intervention, has requested the ex-President to leave Holland immediately.

Kruger still cheers on the Boers to fight to the bitter end. He continues to send misleading information of the attitude of the foreign Powers, and says he hopes yet that these powers will intervene.

LOYALISTS AT THE CAPE.
Colonel Scherbrink, a member of the Cape Assembly, is raising a corps of loyal German farmers for the purpose of assisting the British in repelling the Boer raiders.

De Wet's brother has reached Cape Town. He is now actively engaged endeavouring to induce the members of the African Bond and other prominent Dutchmen to accept the terms of peace offered by the British.

NATIVE TROUBLES IMMINENT.
Commandant Botha, with seven thousand followers, eight hundred wagons, and a large quantity of horses and cattle, has entered Swaziland. It is believed that the Boers will make that country their last refuge.

The natives in the Lydenburg district, driven to desperation by the cruel exactions of the Boers, have risen against their oppressors, and taken up arms.

15th February.
BOERS STOPPING TRAINS.
Marauding bands of Boers still continue to stop trains on the Delagoa Bay railway line, which is not sufficiently guarded by British troops. A few days ago two trains on this line were stopped by the Boers, who robbed and mobbed the passengers, securing much money and a large quantity of valuables. After subjecting the passengers to many indignities the Boers started the two trains going in opposite directions, so that they met with the result that both engines were smashed to pieces.

EXTENSIVE COMMANDERING BY THE BRITISH.
Lord Kitchener, who badly needs horses and mules for transport purposes, has commenced commandering. He has already commandeered two thousand horses and mules from the districts near Cape Town.

FRENCH SCORES A WIN.
General French scored a decided victory over the Boers last week near Ennelo. Forty burghers were killed during the engagement. The British captured two hundred prisoners. The Boers and their cattle, with the result that both engines were smashed to pieces.

Two fifteen-pounder guns, lost by General Buller at Colenso, were also re-captured.

DEFT OF MILITARY STORES.
It is reported that extensive thefts of British military stores have taken place in Natal. A number of railway employees have been arrested in connection with the thefts. It is believed that the goods stolen have been sold to the Boers.

BADEN-POWELL'S MOUNTED POLICE.
Thirty thousand volunteers have come forward in London alone for Baden Powell's Mounted Police. Of this number two thousand six hundred have been accepted.

16th February.
DE WET IN CAPE COLONY.
News is to hand that De Wet has succeeded in putting into execution his threat of entering Cape Colony and treating its inhabitants to a taste of the horrors of war. A portion of his force detached itself from the main body, and proceeded to capture Philippstown, which is garrisoned by a small force of British. The town was attacked, but the defenders fought so vigorously that the Boers were repulsed with loss, having seven killed and a large number wounded. Two other commands are now trying to effect a junction with De Wet's force, and the Boers say they will devastate the country.

RECRUITING IN AUSTRALIA.
The South African authorities are applying to the Colonial Governments for permission to recruit men for South African service in Australia. A thousand good riders and shots are wanted as mounted constables. The Premier of West Australia objects to the application being granted. He says the colonies have already been depleted of

NEW ADVERTISEMENTS

MACHINERY and SUPPLIES.
Engines, Boilers, Pumps,
Wood Working and Iron Working Machinery.
Saw Mills and new Mill Supplies.
Mining and Milling Machinery.
Write for Catalogues and Prices of what you require.
PARKE & LACY CO., 21 and 23, Fremont
Street, San Francisco, Cal., U.S.A. [732]

**THE GREAT EASTERN AND CAL-
DONIAN GOLD MINING
COMPANY, LIMITED.**

SHAREHOLDERS in the above Com-
pany are hereby requested to attend a
PRIVATE MEETING to be held in the Com-
pany's Office, No. 14, Des Vaux Road Central,
on **SATURDAY, 16th March, 1901, at Noon.**
By Order of the Board of Directors.
**MESSES. LUTGENS, EINSMANN
& CO.**
General Agents.
Hongkong, 13th March, 1901. [734]

**THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.**

**THE EIGHTEENTH ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS** in the Company will be held at
the Company's Office, No. 14, Des Vaux
Road, Victoria, on **SATURDAY, the 23rd
March, 1901, at Noon**, for the purpose of re-
ceiving a Statement of Accounts and the Report
of the General Manager for the year ending
31st December, 1900, and for the purpose of
electing a Committee and Auditors.
The **TRANSFER BOOKS** of the Company
will be **CLOSED** from the 18th March to 23rd
March, both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th March, 1901. [733]

POSTPONEMENT.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW.
THE Company's Steamship

"THALES."
Captain Robson, will be despatched for the above
port **TO-MORROW, the 14th instant, at
DAYLIGHT.**
For Freight or Passage, apply to
DOUGLAS LARBAK & CO.,
General Managers.
Hongkong, 12th March, 1901. [730]

**THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.**

FOR MANILA VIA AMOY.
THE Company's New Steamship

"DIAMANTE."
Captain A. Ramsay, will be despatched as
above on **SATURDAY, the 16th inst., at 5 p.m.**
The attention of Passengers is directed to the
excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 12th March, 1901. [729]

**THE OSAKA SHOSEN KAISHA,
LIMITED.**

**FOR FOCHOW VIA SWATOW AND
AMOY.**
THE Company's Steamship

"ANPING MARU."
Captain S. Atsumi, will be despatched for the
above ports on **WEDNESDAY, the 27th
March, at DAYLIGHT.**
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 13th March, 1901. [719]

NOTICE TO CONSIGNEES.

**FROM CALCUTTA, PENANG AND
SINGAPORE.**

THE Steamship

"CATHERINE APCAR."
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.
Cargo impeding the discharge will be landed
at once.
Cargo remaining on board after 2 p.m. of the
15th inst. will be landed at Consignees' risk
and expense into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited.
Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside; such Cargo impeding the discharge
of the vessel will be landed and stored at
Consignees' risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 12th March, 1901. [731]

**PERSEVERANCE LODGE OF HONG-
KONG, No. 1165.**

A REGULAR MEETING of the above
Lodge will be held in the FREEMAS-
ONS' HALL, Zetland Street, on **SATUR-
DAY, the 16th instant, at 5 for 5.30
p.m. precisely.** Visiting Brethren are cordially
invited to attend.
Hongkong, 12th March, 1901. [721]

BAILEY & MURPHY.

**CONSULTING ENGINEERS AND
SURVEYORS.**

60 & 62, Des Vaux Road.
Telephone No. 187. Telegrams "Contract."
W. S. BAILEY, M.E. MECH. E.
E. O. MURPHY, WH. SC. A.M.E. MECH. E.
Hongkong, 4th January, 1901. [13]

NOTICE.

**TO THE PUBLIC AND OFFICERS OF
SHIPS.**

When in MOJI go to
THE AMERICAN HOUSE.
Where good European Accommodation can
be obtained at Yen 3 per day.
Address: NISHI HON-MACHI, INCHOME,
MOJI, 17th January, 1901. [551]

ENTERTAINMENT

THEATRE ROYAL.
CITY HALL.

MR. HENRY DALLAS'

COMIC OPERA SEASON.

TO-NIGHT

LAST NIGHT
of the
Latest Musical Success,

FLORODORA,

NOW DRAWING CROWDED HOUSES NIGHTLY
AT THE

LYRIC THEATRE, LONDON.

FULL CHORUS.

AUGMENTED ORCHESTRA.
Musical Director—Mr. W. F. Vallance.

TO-MORROW NIGHT!

THURSDAY, MARCH 14TH,

AND ON
FRIDAY AND SATURDAY,

(THREE NIGHTS ONLY),
THE CHARMING CHINESE OPERA

SAN TOY

which is still running at
DALY'S THEATRE, LONDON.

PLAN AT ROBINSON PIANO CO.
Doors Open 8.30 P.M. Commence 9 P.M.

BERTRAM HERMANN,
Business Manager.
Hongkong, 13th March, 1901. [705]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions
from Major Koe, A.S.C., to sell by
Public Auction
TO-DAY (WEDNESDAY),
the 13th instant, at 2.30 P.M., within his re-
sidence No. 3, Cameron Villas, Peak,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Also
One COTTAGE PIANO, by F. Doerner
and Sohn, Stuttgart.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 12th March, 1901. [715]

PUBLIC AUCTION.

THE Undersigned will Sell by Public
Auction
TO-MORROW (THURSDAY),
the 14th March, 1901, at NOON, at his Sales
Room, Duddell Street,
5 LADY'S COLUMBIA BICYCLES
(Nearly New).
TERMS:—As Customary.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 9th March, 1901. [698]

S.S. "TAMUI MARU."

THE above steamer, as she now lies on the
Quemoy Spit, will be sold without reserve
by
PUBLIC AUCTION,
on the Amoy Bund, at NOON,
TO-MORROW (THURSDAY),
the 14th day of March, 1901,
on account of the Underwriters.
The Gear salvaged from the wreck will be sold
in separate lots on the same day.
BOYD & CO.,
Lloyd's Agents at Amoy.
Hongkong, 5th March, 1901. [651]

PUBLIC AUCTION
of
**CHINESE PORCELAIN, BRONZES
AND
EMBROIDERIES.**

THE Undersigned will sell by Public Auction,
on
SATURDAY,
the 16th March, 1901, at 2.30 P.M., at his Sales
Room, Duddell Street,
**A FINE COLLECTION OF CHINESE
PORCELAIN FROM MING to the later
DYNASTIES.**
OLD BRONZES OF UNIQUE DESIGNS.
**SILK EMBROIDERIES AND WOOD
CARVINGS.**
(Full particulars in Catalogue.)
On View from Friday, 15th March.
TERMS:—As Customary.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 12th March, 1901. [716]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation,
by a Frenchman. Terms very moderate.
Please address—
B. B.,
Care of Office of this Paper.
Hongkong, 23rd February, 1901. [569]

INTIMATIONS

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(L. HOUGHTON & Co.)
(Nearly opposite the Hongkong Hotel).
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of 'Eye Strain'
ending in various forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.
ADVICE FREE. [77]

SITUATION WANTED.

**ENGLISHMAN, age 23, SEEKS EM-
PLOYMENT as CLERK.** Experience
of Fire and Life Insurance Business.
Address—
Care of Daily Press Office.
Hongkong, 7th March, 1901. [689]

WANTED IMMEDIATELY.

BY an Old Established Mercantile Firm, an
EXPERIENCED SALESMAN, with a
good knowledge of the Import Business.
Apply in writing, giving full particulars, to
"TRADE" 1901.
Care of Daily Press Office.
Hongkong, 5th March, 1901. [649]

**SITUATION WANTED by a PORTU-
GUESE, age 22, with thorough knowl-
edge of General Office Work; with Testimonials.**
Apply—
A. A.,
Care of Daily Press Office.
Hongkong, 11th March, 1901. [701]

LARGE GODOWN WANTED for
STORAGE of COAL.
State situation, size, rent, to—
L. L.,
Care of Office of this Paper.
Hongkong, 14th February, 1901. [509]

BOOK-KEEPER (PORTUGUESE)
WANTED. Must have had previous
experience in a Merchant's Office.
Good Salary for a reliable man.
Apply to—
A.,
Care of Daily Press Office.
Hongkong, 2nd March, 1901. [621]

WANTED.

BY a GERMAN LADY, a SITUATION
**as HOUSE-KEEPER or NURSERY-
GOVERNESS.**
Reply to—
F. B.,
Care of Daily Press Office.
Hongkong, 11th March, 1901. [702]

REQUIRED by a First Class Mercantile
Man of Business to act as **COMPRADORE.**
The Highest References required. No one need
apply unless he is prepared to give substantial
security in the sum of \$100,000. Apply in
writing to—
Messrs. JOHNSON, STOKES & MASTER,
12, Queen's Road Central.
Hongkong, 16th February, 1901. [517]

WANTED.

DULY QUALIFIED SURGEON for a
Coasting Steamer carrying Native
Passengers.
Applications, stating terms, &c., to be
addressed to—
"SURGEON,"
Care of Daily Press Office.
Hongkong, 6th March, 1901. [657]

WANTED.

BY a YOUNG MAN, EVENING WORK,
whether in the line of Bookkeeping,
Revising of Accounts, Typewriting or General
Office work. Hours:—5.30 to 8 o'clock.
Apply to—
M. A. C.,
Care of Office of this Paper.
Hongkong, 6th February, 1901. [425]

NOTICE.

TENDERS are hereby called for the
ERECTION OF BRICK SHOPS at
JESSELTON for the North Borneo
Government, particulars of which may be
seen at the Office of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th February, 1901. [508]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the
POSITION of SUPERINTENDENT
of PUBLIC WORKS and GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned,
from whom terms may be learnt. Appointment
to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [399]

PUBLIC COMPANY

**HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.**

THE SHARE CERTIFICATE No. 3,117
for One Hundred Shares NUMBERED
79,501/79,700 inclusive, standing in the Register
in the name of HOTA SANG, of Hongkong,
having been LOST, Notice is hereby given that
unless the said Certificate be produced at the
Office of the Company, 38 and 40, Queen's Road
Central, Victoria, Hongkong, on or before the
8th day of April, 1901, a New Certificate for the
said Shares will be issued and the Old Certifi-
cate will thereafter be held by the Company as
null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 8th March, 1901. [681]

PUBLIC COMPANIES

**THE HONGKONG AND KOWLOON
WHARF AND GODOWN CO.,
LIMITED.**

NOTICE TO SHAREHOLDERS.

**THE FOURTEENTH ORDINARY AN-
NUAL MEETING OF SHAREHOL-
DERS** in the above Company will be held at
the Company's Office, No. 2, Connaught Road,
at NOON, **TO-MORROW (THURSDAY),** the
14th March, for the purpose of receiving the
Report of the Directors, with a Statement of
Accounts to the 31st December, 1900.

The **TRANSFER BOOKS** of the Company
will be **CLOSED** from the 2nd to the 12th
March, 1901, both days inclusive.
EDWARD OSBORNE,
Secretary.
Hongkong, 26th January, 1901. [595]

**HONGKONG STEAM WATER BOAT
COMPANY, LIMITED.**

SHAREHOLDERS in the above Company
are hereby notified that a **CALL** of \$2
per Share has been made for the 15th instant.
PAYMENTS to be made to the Undersigned
at the Company's Office, No. 20, Des Vaux
Road, on or before that Date accompanied with
Scripts for Endorsement.
By Order,
J. W. KEW,
Manager.
Hongkong, 2nd March, 1901. [622]

**HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS
are requested to send in a Statement of
Business contributed during the Half-year
ended 31st December, 1900, on or before the
15th March, on which date the Accounts will
be closed.
By order of the Board of Directors.
THOS. I. ROSE,
Secretary.
Hongkong, 2nd March, 1901. [623]

**GREEN ISLAND CEMENT COMPANY,
LIMITED.**

NOTICE is hereby given that **SCRIP**
NUMBER 331 for 100 SHARES of
the Company, numbered 63,401/63,500, in the
name of **ELLIS KELLY**, Esquire, of Hong-
kong, having been LOST, a New Scrip for the
same will be issued after One month from the
date hereof and the Original Scrip will be con-
sidered by the Company as null and void, and
all persons are hereby warned against accepting
or negotiating same.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 16th February, 1901. [518]

WATKINS, LIMITED.

NOTICE TO SHAREHOLDERS.

**THE SECOND ORDINARY ANNUAL
MEETING OF SHAREHOLDERS** in the
above Company will be held at the Com-
pany's Office, Queen's Road, at NOON on
TUESDAY, the 19th March, 1901, for the
purpose of receiving the Report of the General
Manager, with a Statement of Accounts, to the
31st December, 1900.

The **TRANSFER BOOKS** of the Com-
pany will be **CLOSED** from the 14th March
to 1st March, both days inclusive.
G. A. WATKINS,
General Managers.
Hongkong, 12th March, 1901. [718]

**UNION INSURANCE SOCIETY OF
CANTON, LIMITED.**

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEET-
ING OF SHAREHOLDERS will be held at
the Society's Head Office, No. 1, Queen's
Buildings, on **TUESDAY, the 19th instant,** at
NOON, when the subjoined Resolution which
was passed at the Extraordinary General
Meeting of the Society held on the 1st March,
1901, will be submitted for confirmation as a
Special Resolution.

RESOLUTION:
"That in Article 91 the figures '\$7,000' be
eliminated and in place thereof the figures
'\$12,000' be inserted."

By Order of the Board.
W. J. SAUNDERS,
Secretary.
Hongkong, 7th March, 1901. [670]

**CHINA SUGAR REFINING COMPANY,
LIMITED.**

NOTICE.

**THE TWENTY-THIRD ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS** of the Company will be held at
the Office of the General Agents, on **WED-
NESDAY, the 27th March, 1901, at NOON,**
for the purpose of receiving their Report with
a Statement of Accounts to 31st December,
1900.

The **TRANSFER BOOKS** of the Company
will be **CLOSED** from the 13th to 27th
March, both days inclusive.
JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 8th March, 1901. [683]

**LUZON SUGAR REFINING COMPANY,
LIMITED.**

NOTICE.

**THE NINETEENTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS** of the Company will be held at
the Office of the General Agents, on **WED-
NESDAY, the 27th March, 1901, at NOON,**
for the purpose of receiving their Report with
a Statement of Accounts to 31st December,
1900.

The **TRANSFER BOOKS** of the Com-
pany will be **CLOSED** from the 13th to 27th
March, both days inclusive.
JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 8th March, 1901. [684]

UNIVERSAL TRADING CO., LIMITED

NOTICE is hereby given that the General
Manager has made a **CALL** of \$15 on
the Holders of Shares in **UNIVERSAL TRAD-
ING CO., LTD.**, which Call is payable to the
General Manager on the 31st of March, 1901,
at the Company's registered office, No. 4, Des
Vaux Road Central.
Dated Hongkong, 31st January, 1901.
ELLIS KELLY,
General Manager.

**HONGKONG AND SHANGHAI BANK-
ING CORPORATION.**

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
STERLING RESERVE \$10,000,000
SILVER RESERVE 3,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.
R. SHEWAN, Esq.—Chairman.
Hon. J. J. KESWICK, Esq.—Deputy Chairman.
Hon. R. M. Gray, Esq.
A. Haupt, Esq.
D. Meyer, Esq.
A. J. Raymond, Esq.
H. W. Slade, Esq.
Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—**SIR THOMAS JACKSON.**
Shanghai—**H. M. BEVIS, Esq.**

**LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.**

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per
Cent. per Annum on the daily balance.
On FIXED DEPOSITS—
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 16th February, 1901. [722]

**THE MERCANTILE BANK OF
INDIA, LIMITED.**

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP £562,500
RESERVE FUND £30,000
BANKERS!
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at
the rate of 2 1/2 per cent. per annum on the Daily balance.
On FIXED DEPOSITS—
For 12 months 4 1/2 %
" 6 " 4 %
" 3 " 3 1/2 %
J. THURBURN,
Manager, Hongkong.
Hongkong, 24th March, 1900. [725]

**HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.**

CAPITAL FULLY PAID-UP \$1,000,000
RESERVE FUNDS 125,000

Directors:
J. S. VAN BUREN, Esq.
C. EWENS, Esq.
HO TUNG, Esq.

General Managers:
Messrs. JOHN D. HUMPHREYS & SON.

Bankers:
**THE HONGKONG AND SHANGHAI
BANKING CORPORATION.**

THE Company is prepared to act as Special
Agents or Attorneys, Liquidators, Execu-
tors or Administrators, as Trustees, Receivers,
House and Estate Agents for Residents or
non-Residents, and, on Commission, to buy or
sell Property, to advance money against Mor-
gage, to invest funds in Mortgage or other-
wise, to buy or sell Shares or Local Stocks, and
generally to act for those who may be tem-
porarily or permanently absent from the Colony.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st February, 1901. [387]

IMPERIAL BANK OF CHINA.

**ESTABLISHED BY IMPERIAL DECREE OF THE
12TH NOVEMBER, 1898.**

SUBSCRIBED CAPITAL—Shanghai Tls. 5,000,000
PAID-UP CAPITAL " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.
Canton Hankow
Chefoo Peking
Chinkiang Tientsin
Chungking
Tientsin

The Bank purchases and receives for col-
lection Bills of Exchange drawn on the above
places, and sells Drafts and Telegraphic Trans-
fers payable at its Branches and Agencies.

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NAVY BOILED
LONG FLAX
RELLING CROWN
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Sole Agents.
[190]

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May 1895. [152]

QUAN WAH & CO.
DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [243]

COFFEE ESTATES FOR SALE.
KNOWN AS THE BYTE AND KABELI
COFFEE ESTATES, near Sandakan,
in British North Borneo, the Property of the
BERRIN BORNEO DEVELOPMENT COMPANY,
the former planted with about 99,000 trees,
the latter with about 40,000 trees, all in bearing;
also about 3,000 coconut trees 5 years old.
For further particulars apply to the
MANAGER,
The British Borneo Development Co.,
Sandakan.
Hongkong, 8th March, 1901. [692]

WOMAN'S WORLD.
DOMESTIC AND SOCIAL.
There are now appearing in the
"HONGKONG DAILY PRESS"
A SERIES OF SELECTED ARTICLES
BY
EMINENT LADY WRITERS,
upon subjects of great interest to women's social
and domestic welfare.

The following are some of the articles, with
a few words about the personality of the
writer—
SHOPPING AS A FINE ART.

By Mrs. ARIA.
Mrs. ARIA is the Queen of Fashion.
She issues mandates with the authority
of an Empress, and her subjects obey
without a murmur. Fashionable London
waits eagerly for her announcements as to
the "latest thing," and her suggestions for
dainty costumes are welcomed with enthusiasm.
Mrs. ARIA is the editor of *Fashion*
and *The World of Dress*, and occasionally
contributes to the *Queen*, *The Woman at*
Home, and other ladies' papers. This article
will be of great practical value to our
readers.

**THE SPINSTER OF YESTERDAY
AND TO-DAY.**
By Miss O'CONNOR ECCLES.
Miss O'CONNOR ECCLES is one of
London's best-known lady journalists
is an authoritative critic on our early
and modern novels, and is a type of Irish wit
and keen intellect.

**DO ATHLETICS DESTROY
DOMESTICITY?**
By Miss ANNESLEY KENNEL.
Miss ANNESLEY KENNEL, besides having
a charming style and lively imagination, has
attracted the public attention by her amusing,
but not the less energetic, crusade
against "sporting females."

THE ART OF ENTERTAINING.
By Lady JEUNE.
LADY JEUNE is the wife of the Right
Hon. Sir Francis Jeune, K.C.B., President
of the Probate, Divorce, and Admiralty
Division, and a Privy Councillor. This
lady is renowned for her benevolent work in
the service of the poor, as well as for many
brilliant contributions to leading reviews
and magazines upon topics of social im-
portance. But in London, where she is
a leader of society, she is famed, above
everything, for her brilliant art of enter-
taining, which attracts to her gatherings
men and women of the highest rank, learn-
ing, wit, and renown. The article Lady
Jeune has written for our columns will be
welcomed by all hosts and hostesses. Lady
Jeune's articles on the *Kato* Queen will be
fresh in the minds of our readers.

WOMAN AS A DOCTOR.
By Mrs. ERNEST HART.
Mrs. HART is the daughter of the
famous physician, Dr. HART, who has
been the mentor of many medical students
in the scientific study of medicine in
London and Paris, and her book entitled
Diet in Sickness and in Health is a well-
known and standard manual. A large part
of her life has been devoted to Irish in-
dustry and technical education, to which
cause she has contributed her private for-
tune. The above-named article gives a
sketch of woman's work in the medical pro-
fession, and explains the career and pros-
pects of a woman doctor.

THE DUTIES OF MOTHERHOOD.
By Mrs. ADA S. BALLIN.
What mother or maid does not know
Mrs. BALLIN. Very few we think. The
editor of *The Balm of Gilead* has been
the good counsellor of the home circle for
many a day, and her name is "familiar in
our mouths as household words." Our
article on "Motherhood," from her pen,
gives some practical advice and sympathy
upon the duties and responsibilities of
maternity.

**WHY GIRLS MARRY AND WHY
THEY DON'T.**
By Mrs. C. E. HUMPHRY.
Mrs. C. E. HUMPHRY is perhaps
better known to the general public by the
name of "Madge," under which she has
contributed the "Girl's Gossip to Truth"
since those articles were first started. She
is the author of those popular works en-
titled *Manners for Men*, *Manners for*
Women, and *A Word to Women*. The ar-
ticle we have obtained from her pen is very
vivacious, and likely to prove of absorbing
interest both to marriageable maidens and
those who have passed that eventful stage.

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Connection made by Company's Steamer to
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Telegraphic Address "Boavista." [2549]

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BUSINESS DIRECTORY.

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H. F. CARMICHAEL,
B. J. BARLOW.
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**"BOA VISTA" HOTEL,
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Telegraphic Address "Boavista." [2549]

**THE ONLY FIRST CLASS HOTEL in the
Colony.** Moderate terms by the day or
month. European Management.
MACAO is distant 40 miles West of Hong-
kong, and the journey is made each day (Sun-
day excepted) by the magnificent Steamer
"HONGKONG" in 3 hours, leaving
Hongkong at 2 P.M., and Macao at 5 A.M.
Connection made by Company's Steamer to
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[ALL RIGHTS RESERVED.]

MY SAILOR BOY.

H. J. ASHCROFT.

"Well, we can understand Musgrave's marry-
ing, but you, Drake, such a blatant misogynist,
to fall a prey to a petticoat!"
"There's where you're wrong, old man," I
said. "It wasn't a petticoat."
"Wasn't a petticoat?" exclaimed my friend.
"Not a bit of it. You know I'd forewarn
petticoats!"
"How the deuce did you get married then?"
"They hang a tale," I remarked. And I
told it.

It came about through Jack Musgrave's fall-
ing over head and ears in love with Eva Beau-
champ—a common or garden-party attachment.
The affair, however, put on a different com-
plexion later; for it appeared that Eva's papa
and Jack's governor were on terms of the bit-
terest enmity.

There were six training-ships on the river
Thames, so I shall not be personal in referring
to one of them under a fictitious name. Cap-
tain Beauchamp commanded the *Grampus*, and
during his early career in the Navy, his
superior officer, Commander Musgrave, had re-
sented him for some dereliction of duty, where-
by his prospects were blighted. So that our
Romeo and Juliet had parental Montagues and
Capulets to thwart their love.

It does not naturally follow that the com-
mander of a training-ship should be a cross-
grained martinet; though the life may be con-
ducive to such a development; but the
captain of the *Grampus* was an autocrat of
the good old school. His daughter, however,
possessed a sweet little will of her own, and
refused to be the slave of her arrogant father.
She was a handsome blonde, and proved her-
self to be as sweet and gentle as she was devoted
and determined.

When the old man heard of the engagement
he fumed, and made the atmosphere of the bat-
terieship a bit suffocating; but as soon as his fury
had subsided he found himself in a state of calm
chuckled, and thanked his stars he lived on a
vessel moored out on the river and not ashore.
He was captain of the *Grampus*, and could
rule all aboard with an iron hand. No medioc-
rity could have dealt more effectively with a
recalcitrant daughter than it was in his power
to do. So Eva was locked in her state-room at
night and confined to the ship during the day.
He vowed he'd bring the girl to her senses.

Musgrave took me into his confidence. His
great wish was to find some means of communi-
cating with Eva.

"We ought to be able to manage that," I
said. "My boat is moored under the stern of
the *Grampus*, and I've often seen Miss Beau-
champ standing on the gallery. Come and
spend a few days aboard, and we'll try and open
up communication with her."

He did so, and Miss Beauchamp soon recog-
nised him. It was rather the other way round,
—Juliet leaning over the stern of the stern-gal-
lery of the old war-ship, and Romeo (in a sonnet)
serenading her in dumb-show by my dinghy.
There was a nice whole-sale breeze from the
westward, and in a few minutes the yacht was
under-way—hurrying seaward.

Musgrave gave a sigh of relief, and the ten-
sion of his features relaxed. "So far, so good,"
Jack, I said.
"You're a good fellow, Drake," he remarked,
"and your nerves are like iron." I did not tell
him what a miserable funk I'd been in aboard
the *Grampus*.

The girls had retired to the after-cabin to
attire themselves more conventionally. The
skylight was opened an inch or so for ventila-
tion, and I heard Madge chattering as I stood
at the tiller. Then I heard Eva utter an ex-
clamation of dismay, and her cousin exclaim:
"Oh goodness!" A silence followed—broken by
Madge's rippling laughter. Evidently nothing
very serious had happened. Presently Eva
said, "You have my dress, Madge,"—and the
reply came, "Certainly not, Eva. I'm all right
as I am—I don't care." Jack came aft.

"There's something wrong with the ward-
robe," I said, nodding towards the ladies' cabin.
In a few minutes Eva's head appeared at the
companion, and Jack ran to her.
"Oh, Jack," I heard her say, "those stupid
boys have made such a terrible mistake. They
packed their bags intending to escape later in
the evening, and somehow Madge's bag got
mixed with theirs, and now she finds that she
has got Madge's things, and I suppose she has
got them. What shall we do?"

I admit it was most heartless conduct on my
part, but really I could not help laughing up
my sleeve. But, you know, I did not feel that
the roughish Madge would be overpowered by the
countenances. If it had been Eva who had lost
her bag, I should have been sorry for her.

On a strong ebb-tide, and with the wind dart
aft, we made a good ten knots past the land.
The night was clear, and we should have the
moon presently. One thing was certain, none
of the ship's boats could overtake us while the
breeze held. I began to feel hungry, which was
a sure sign my anxiety was wearing off. Rog-
ers came aft, and I went down to tea.

Eva was looking pale and interestingly dis-
troubled, but she gave me a generous smile and
offered her hand. I was always a lout with
women, but to show how impregnated I was by
the spirit of romance, I bent down and kissed
her fingers. Think of that, ye fair damsels who
have flouted me! Jack was quite affected. I
expected our sailor-boy (the very uniform sug-
gested impudence) to laugh, but she didn't.
She gave me quite a respectful glance, then
threw her arms round Eva's neck and kissed
her. She was a sympathetic and affectionate
little rogue.

(To be continued.)
FOR SALE.

**RURAL BUILDING LOT 103, BARKER
Road.**
Apply to—
HUMPHREYS ESTATE AND
FINANCE CO., LIMITED.
Hongkong, 31st January, 1901.

SURGEON DENTIST.
No. 30, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [243]

怡和洋行
YEE SANG & CO.
COAL MERCHANTS
has always on hand
LARGE STOCKS EVERY DESCRIP-
TION OF COAL.
Address—Care of Messrs. KWONG SANG & Co.
No. 144, DES VOEUX ROAD. [22]

**FACTS OF ABSORBING INTEREST
TO THOSE WHO ARE IN THE
CLUTCHES OF RHEUMATISM.**

One cannot be too quickly cured of Rheuma-
tism. To get rid of those awful pains that make
life a never ending series of torture, now mild,
now excruciating, to-day in bed, to-morrow hob-
bling around on crutches—to be relieved of such a
condition is always the happiest period of one's
life. Little's Oriental Balm has effected thou-
sands of wonderful cures of long standing cases
of rheumatism, cases that were supposed to be
hopeless and beyond the reach of medicine. The
cure has been so complete and permanent that
Little's Oriental Balm is undoubtedly the true
specific to cure Rheumatism.

Mr. N. Bell, Westport, N. Y., says—
"For 10 years I suffered from rheumatism,
at times so severe that I could neither walk nor
lie down. I used Little's Oriental Balm, and it
completely cured me, notwithstanding that my
case was chronic and baffled the skill of the best
physicians." Sold at Re. 1 per bottle. Agents
for Hongkong—THE VICTORIA DISPEN-
SARY, Ltd. [217-5]

nised. He remained in the boat while I ran up
the accommodation ladder and stepped through
the gangway, where a petty officer was stand-
ing guard.

"My boys ready?" I asked.
"Oh, let me see, you're from the yacht. Yes,
I think they're ready, sir. Here boy, run down
and send Davis and Wood on deck."

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.		S. Barham	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON	DEUCALION	Brit. str.			BUTTERFIELD & SWIRE	On 19th inst.
LONDON	STENTOR	Brit. str.			BUTTERFIELD & SWIRE	On 2nd April.
LONDON	DIOMEDES	Brit. str.			BUTTERFIELD & SWIRE	On 16th inst.
LIVERPOOL DIRECT	PATROCLOS	Ger. str.		H. Blocker	MELCHERS & CO.	On 20th inst., at Noon.
HEBREM, VIA PORTS OF CALL	BAYERN	Dan. str.		Berg	MELCHERS & CO.	On or about 18th inst.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	ANAN	Jap. str.		F. Davies	NIPPON YUSEN KAISHA	On 22nd inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S. P. &c.	BIRGO MARU	Brit. str.		G. W. Babot	P. & O. S. N. Co.	On or about 23rd inst.
MARSEILLES & LONDON	BORNEO	Brit. str.		Seller	MESSAGERIES MARITIMES	On or about 1st p.m.
MARSEILLES, &c., VIA PORTS OF CALL	ANAN	Ger. str.		Proesch	CARLOWITZ & CO.	On or about 18th inst.
HAVRE, BREMEN & HAMBURG	FREIBURG	Ger. str.		a. Binzer	CARLOWITZ & CO.	On or about 27th inst.
HAVRE & HAMBURG	MARBURG	Ger. str.		Behrens	CARLOWITZ & CO.	On or about 4th April.
HAVRE & HAMBURG	SAVOIA	Ger. str.		Jacobs	CARLOWITZ & CO.	On or about 8th April.
HAVRE & HAMBURG	BAMBERG	Ger. str.			CARLOWITZ & CO.	On or about 15th April.
HAVRE & HAMBURG	SIBIRIA	Aus. str.		Leva	SANDER, WIEDE & CO.	On 19th inst., P.M.
TRIESTE, &c., VIA PORTS OF CALL	CHINA	Brit. str.		Peterson	DODWELL & CO., LIMITED	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	GYMERIC	Ger. str.			CARLOWITZ & CO.	On 21st inst.
NEW YORK VIA SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.		H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	To-day.
VANCOUVER, VIA SHANGHAI, &c.	TOMA MARU	Brit. str.		S. J. G. Parsons	NIPPON YUSEN KAISHA	On 16th inst., at 4 P.M.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	QUEEN ADELAIDE	Brit. str.		F. McNair	DODWELL & CO., LIMITED	On 29th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	QUEEN ADELAIDE	Brit. str.		G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 10th April.
VICTORIA & VANCOUVER, B.C., V. ISLAND SEA, &c.	DORIC	Brit. str.			O. & O. S. Co.	On 19th inst., at Noon.
MAN FRANCISCO VIA AMOY, &c.	NIPPON MARU	Jap. str.			TOYO KISEN KAISHA	On 24th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.			PACIFIC MAIL S. S. Co.	On 30th April, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	STRATHGYLE	Brit. str.			BUTTERFIELD & SWIRE	On 30th inst.
SAN DIEGO, &c., VIA MUJI, &c.	AIRLIE	Brit. str.		George	QHR, LIVINGSTON & CO.	On 21st inst., at 5 P.M.
AUSTRALIAN PORTS	ROBERTA MARU	Brit. str.		N. Tate	NIPPON YUSEN KAISHA	On 28th April, at 4 P.M.
AUSTRALIAN PORTS	TAIYUAN	Ger. str.		Goswisch	BUTTERFIELD & SWIRE	On 16th inst.
GERMAN COLONIAL & AUSTRALIAN PORTS	NUENTUN	Brit. str.			MELCHERS & CO.	To-morrow.
YOKOHAMA, KOBE & SHIMONOSEKI	BENLOND	Brit. str.			DODWELL & CO., LIMITED	On 15th inst.
KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.		F. Sommer	NIPPON YUSEN KAISHA	On 15th inst., at Daylight.
NAGASAKI, SASEBO, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.		A. E. Moses	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	TAIYUAN	Brit. str.			BUTTERFIELD & SWIRE	On 17th inst.
MOJI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.		T. Mouri	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MOJI, KOBE & YOKOHAMA	ERNEST SIMONS	Fren. str.			MESSAGERIES MARITIMES	On or about 13th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LYEEMOON	Ger. str.		Durand	EAST ASIATIC TRADING CO., LD.	On 16th inst., at 4 P.M.
SHANGHAI	PAKHOO	Brit. str.		C. L. Daniel	BUTTERFIELD & SWIRE	On or about 10th inst.
SHANGHAI	CHUSAN	Brit. str.		C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 27th inst.
SHANGHAI	CANTON	Brit. str.		S. Atsumi	P. & O. S. N. Co.	On 27th inst., at Daylight.
SHANGHAI & JAPAN	ANPING MARU	Jap. str.		Robson	MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
FOOCHOW VIA SWATOW & AMOY	THALES	Brit. str.		K. Sudzuki	DOUGLAS LARSEN & CO.	On 20th inst., at Daylight.
SWATOW	AKASHI MARU	Jap. str.		T. Ogata	MITSUI BUSSAN KAISHA	On 17th inst.
SWATOW, AMOY & TAIWAN	DAIJI MARU	Jap. str.		G. T. Blaxland	SHENWAN, TOMES & CO.	To-day, at 3 P.M.
TAMSU VIA SWATOW & AMOY	EMERALDA	Brit. str.		A. Ramsay	BUTTERFIELD & SWIRE	On 16th inst., at 5 P.M.
MANILA	DIAMANTE	Brit. str.			BUTTERFIELD & SWIRE	On 9th April.
MANILA VIA AMOY	TAIYUAN	Brit. str.			P. & O. S. N. Co.	On or about 26th inst.
MANILA	MAGAZON	Brit. str.		R. I. L. Cook, R.N.R.	CARLOWITZ & CO.	To-morrow, at Daylight.
STRAITS, COLOMBO & BOMBAY	BISAGNO	Ital. str.		Elagizini		

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	WEDNESDAY	SAILING DATES.
BAYERN	20th March	
STUTTGART	3rd April	
KONIG ALBERT	17th April	
PRINZESS IRENE	1st May	
PRINZ HEINRICH	15th May	
PREUSSEN	29th May	
HAMBURG (Hamburg-Amerika Linie)	THURSDAY	
SACHSEN	27th June	
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY	
	11th July	

ON WEDNESDAY, the 20th day of March, 1901, at Noon, the Steamship "BAYERN," of the Norddeutscher Lloyd, Captain H. Blocker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 18th March, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 19th March, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 19th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 7th March, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	NAGASAKI, SASEBO, KOBE and YOKOHAMA.	FRIDAY, 15th Mar., at Daylight.
TOMA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOJI and YOKOHAMA.	SATURDAY, 16th Mar., at 4 P.M.
BINGO MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 22nd Mar., at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 22nd Mar., at Noon.
YAMAGUCHI MARU	HAMA, MOJI, KOBE and YOKOHAMA.	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 29th Mar., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th March, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
EMPEROR OF JAPAN. Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th Mar., 1901.
EMPEROR OF CHINA. Comdr. B. Archibald, R.N.R. WEDNESDAY, 3rd April, 1901.
EMPEROR OF INDIA. Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 14th February, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "AIRLIE" will be despatched for the above ports on THURSDAY, the 21st inst., at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship "AKASHI MARU" will be despatched for the above ports on WEDNESDAY, the 20th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA.

Hongkong, 21st February, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LONDON, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG	HAVRE, BREMEN & HAMBURG	About 18th March.
MARBURG	(London with transshipment in Hamburg)	March.
SAVOIA	HAVRE & HAMBURG	About 27th March.
BAMBERG	(London with transshipment in Hamburg)	March.
SIBIRIA	HAVRE & HAMBURG	About 4th April.
	(London with transshipment in Hamburg)	April.
	(London with transshipment in Hamburg)	April.
	(London with transshipment in Hamburg)	April.

These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON, &c. STEAMERS TO SAIL ON REMARKS.

LONDON, &c.	BENGAL	10th March	See Special Advertisement.
SHANGHAI	CHUSAN	About 16th March	Freight or Passage.
MARSEILLES AND LONDON	BORNEO	About 23rd March	Freight only.
STRAITS, COLOMBO, AND BOMBAY	MAGAZON	About 26th March	Freight only.
SHANGHAI AND JAPAN	CANTON	About 27th March	Freight or Passage.

PASSENGER SEASON, 1901.
S.S. PLASSY ... 7,240 tons ... March 30th ... MARSEILLES AND LONDON DIRECT
S.S. SOBRAON ... 7,382 tons ... April 27th ... Without Transshipment.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 13th March, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
QUEEN ADELAIDE	2,832	F. McNair	March 29
GLENFLE	3,750	W. Fraes	April 1
CLYDE	3,228	J. R. Roe	April 12
OLYMPIA	2,811	J. Truebridge	April 26
TACOMA	2,837	A. Dixon	May 17

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table. Doctor and STEWARDRESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. TACOMA to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, \$25.
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Ports or Applications.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 11th March, 1901.

SHIPPING.

ARRIVALS.

Mar. 12, H. H. MEIER, German frigate, 3,205 H. Prager, Tsingtau 6th March.—MELCHERS & CO.
Mar. 12, AUSTRALIAN, British steamer, 3,000 T. Helms, Manila 9th March, General.—GIBB, LIVINGSTON & CO.
Mar. 12, CATHERINE ADAR, British str., 1,730 J. G. Ollivant, Calcutta 20th Feb. and Singapore 5th Mar. General.—DAVID SASSON, SONS & CO.
Mar. 12, ICHANG, British str., 1,200 Jones, Chinkiang 8th March, General.—BUTTERFIELD & SWIRE.
Mar. 12, MILOS, German str., 1,694, Nicuinan, Portland (Or) 29th January, General.—STEVENS & CO.
Mar. 12, SEA, British str., 990, E. F. Stovel, Bangkok 4th March, General.—BRADLEY & CO.

CLEARANCES.

At the HARBOR MASTER'S OFFICE, 12th March.
Agamemnon, British str., for Shanghai.
Loosk, German str., for Toulon.
Prager, German str., for Nagasaki.
Anying Maru, Japanese str., for Swatow.
Vincennes, British bark, for Adoria.
Tachong, German str., for Swatow.
Kumang, British str., for Singapore.
Hikouan Maru, Japanese str., for Moji.
Hating, French str., for Haiphong.
Tatung, British str., for Canton.
Pakhoi, British str., for Canton.

DEPARTURES.

Mar. 11, PERLA, British str., for Manila.
Mar. 12, AMBONAUT, British battleship, for Woosung.
Mar. 12, CHINA, Amr. str., for San Francisco.
Mar. 12, ADRIA, German str., for Tsingtau.
Mar. 12, SHANTUNG, British str., for Hongkong.
Mar. 12, TALLEY, German str., for Saigon.
Mar. 12, S. RICKMERS, Brit. str., for Hongkong.
Mar. 12, HOIHAO, French str., for Haiphong.
Mar. 12, HSIER HU, German str., for Shanghai.
Mar. 12, ESANO, British str., for Saigon.
Mar. 12, BAUMGART, German str., for Yokohama.
Mar. 12, HACHINO, British str., for Canton.
Mar. 12, KRIVINDALE, British str., for Akah.
Mar. 12, DAPHNE, German str., for Nagasaki.
Mar. 12, HATING, French str., for Haiphong.
Mar. 12, HIKOSAN MARU, Jap. str., for Moji.
Mar. 12, KUMSANG, British str., for Calcutta.
Mar. 12, TACHONG, German str., for Swatow.
Mar. 12, TAISSANG, British str., for Canton.
Mar. 12, PAKHOI, British str., for Canton.
Mar. 12, HUMBER, British str., for Canton.
Mar. 12, BEAMBLE, British g.b., for Amoy.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Colonial.
Kowloon Dock.—U.S.S. Isla de Luzon.
U.S.S. Bennington, U.S.S. Yorktown, U.S.S. Chinglu, S.M.S. Hertha, Huinan, China, Gloucester, Hailan, Tai On, H.M.S. Centurion.
COSMOPOLITAN DOCK.—U.S.S. Concord, Houan, Nuenang.

SHIPPING REPORTS.

The British steamer Siam, from Bangkok 4th March, had moderate to strong moonsoon.
The British steamer Catherine Adar, from Calcutta 20th Feb. and Singapore 5th Mar. had strong moonsoon, overcast sky and rough sea to lat. 14 N.; from there to lat. 20 N. fine, clear weather and smooth sea; from thence to port fresh N.E. wind and moderate sea.
The British steamer Australia, from Sydney 16th Feb., Brisbane 18th, Townsville 21st, Thursday Island 24th, Port Darwin 27th, Timor (Dih) 2nd Mar. and Manila 9th, experienced fine, clear weather and light variable winds to Port Darwin. From Port Darwin to Manila fine squally weather, and crossed the Equator in long. 125.50 E.; from there to Manila had fresh northerly breezes with continuous rain and heavy head swell. Manila towards Hongkong fine, hazy weather and light N.W. winds and slight northerly swell. On 11th thick rainy weather and strong N.N.E. wind and sea.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
ADOLPH OBERG, American ship, Amesbury—Standard Oil Co.
MOZAMBIQUE, British ship, Robt. Clereau—Standard Oil Co.
SEA WITCH, American ship, Howes—Master.
HATTE C. SMITH, American schooner, Riley—Master.

VESSELS ON THE BERTH.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship

"ESMERALDA,"
Captain G. T. Blaxland, will be despatched as above TO-DAY, the 13th inst., at 5 P.M.
This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 12th March, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DUE
	STEAMERS	
GLASGOW and LIVERPOOL.	"TANIALUS"	On 15th March.
GLASGOW and LIVERPOOL.	"AJAX"	On 25th March.
GLASGOW and LIVERPOOL.	"PYREHUS"	On 2nd April.

		HOMEWARDS.	TO SAIL
		STEAMERS	
FOR			
LONDON	.....	" DEUCALION "	On 19th March.
LONDON	.....	" STENTOE "	On 2nd April.
LONDON	.....	" IDOMENEUS "	On 16th April.
LIVERPOOL, DIRECT	.....	" PATROCLUS "	On 16th March.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 12th March, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
(AT QUARRY BAY) to YOKOHAMA, KOBÉ and SHIMONO-SEKI	BENLOMOND	On 14th March.
SHANGHAI	PAKHAI	On 16th March.
MOJI, KOBÉ and YOKOHAMA	TAIYUAN	On 17th March.
MANILA	TAIYUAN	On 18th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	On 9th April.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th March, 1901.

NORDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SWATOW, YAP, FRIEDRICH-WILHELMSHAFEN, FINSCHAFEN, HERBERTS-HÖHE, TOWNSVILLE, BRISBANE and SYDNEY.

Taking Cargo at through rates to SAIPAN, PONAPE, MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCKLAND, WELLINGTON, GIBSON, NAIRIE, WANGANNI, DUNEDIN and HOBART.

THE Company's Steamship

"NUENTUNG."

Captain Giesewich, will be despatched for the above ports on SATURDAY, the 16th March, instead of as previously notified.

For Freight or Passage, apply to

MELCHERS & CO.,
Agents.

Hongkong, 12th March, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERBANGA, GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL."

Captain S. Barham, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 16th March, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 4th March, 1901.

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN VIA BALTIC PORTS.

THE Company's Steamship

"ANNAM."

Captain Berg, will be despatched as above about the 18th instant.

This steamer is fitted throughout with electric light, carries a doctor, and having superior First Class Cabin accommodation amidships on the bridge deck, offers an excellent opportunity for passengers proceeding to Marseilles.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 9th March, 1901.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TARTAR."

Captain G. D. BOWLES, R.N.R., will leave Hongkong on or about WEDNESDAY, the 14th April, 1901, taking Passengers and Cargo for VICTORIA and VANCOUVER, B.C. (via INLAND SEA, KOBÉ and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to
D. E. BROWN,
General Agent, Hongkong.

Hongkong, 8th March, 1901.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUERZ, PORT SAID, PIRME AND TRIESTE. (Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA."

Captain Leva, will be despatched as above on TUESDAY, the 19th inst., P.M.

For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 5th March, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th March, 1901, at 1 P.M., the Company's Steamship

"ANNAM," Captain Seller, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This steamer connects at COLOMBO with the a.s. Australian, which vessel takes on her Passengers and Mails leaving that port on the 6th April direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit, through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 24th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th March, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Apr. 30, 1901, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 30th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 13th March, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.

THE Steamship

"GYMERIC"

will be despatched for the above port about the end of March, 1901, and will be followed by the Steamships

"RICHMOND CASTLE," "PATHAN," "FERDINAND," and "LOWTHER CASTLE."

For Freight, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 12th March, 1901.

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Mar. 19, 1901, at Noon.

CORTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Apr. 13, 1901, at Noon.

GARLIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, May 7, 1901, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 19th March, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 26th February, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 30th March

THE Steamship "STRATHGYLE" will be despatched for SAN FRANCISCO via MOJI, KOBÉ and YOKOHAMA on 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 21st February, 1901.

NOTICE TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"STUTTGART."

OF THE NORDEUTSCHER LLOYD. The above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 14th March, at 9.30 a.m.

All claims must reach us before the 19th March, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 9th March, 1901.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H. A. L. Steamship

"ADRIA."

Captain Schonefeldt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given before 5 P.M. TO-DAY, the 9th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th March, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,
Agents.

Hongkong, 9th March, 1901.

NAVIGAZIONE GENERALE ITALIANA (FIORELLI & LUBATINO UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"RISAGNO."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th instant will be subject to rent.

Bills of Lading will be countersigned by
CARLOWITZ & CO.,
Agents.

Hongkong, 9th March, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AGAMEMNON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godown Co.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 18th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 19th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th March, 1901.

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"BAMBERG."

Captain Jacobs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 9th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,
Agents.

Hongkong, 9th March, 1901.

FOR SALE.

FIFTY YEARS OF PROGRESS.

THE JUBILEE OF HONGKONG AS A BRITISH CROWN COLONY.

BEING AN HISTORICAL SKETCH TO WHICH IS ADDED AN ACCOUNT OF THE CELEBRATIONS OF 21st to 24th JANUARY, 1891.

DESCRIPTION OF THE INDUSTRIES OF THE COLONY. Royal 8vo. 48 pages. Price 5s. Cash.

The Bookellers or Daily Press Office, Hongkong, 27th January 1891.

NOW READY.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS JANUARY to JUNE, 1900. With INDEX Price \$2.50. Hongkong Daily Press Office. Hongkong, 3rd July, 1900.

ARGUS DE LA PRESSE. FONDÉ EN 1857.

POUR être sûr de ne pas laisser échapper un journal qui l'aurait nommé, il était abonné à l'Argus de la Presse, "qui lit, découpe, et traduit tous les journaux du monde, et en fournit les extraits sur n'importe quel sujet."

HECTOR MALOT (Zylo, p. 70 et 232) L'Argus de la Presse fournit aux artistes littéraires, savants, hommes politiques, tout ce qui paraît sur leur compte dans les journaux et revues du monde entier.

L'Argus de la Presse est le collaborateur indispensable de tous ceux qui préparent un ouvrage, étendent une question, s'occupent de statistique, etc., etc.

S'adresser aux bureaux de L'Argus, 14, rue Drouot Paris.—Téléphone.

L'ARGUS LIT 5,000 JOURNAUX PAR JOUR.

TO LET.

No. 45, ELGIN STREET, a SIX ROOMED HOUSE from the 1st April, 1901.

Apply to—
No. 43, ELGIN STREET.
Hongkong, 2nd March, 1901.

TO LET.

A HOUSE in RIFON TERRACE.

GROUND FLOOR, No. 4, BLUE BUILDINGS.

No. 4, FAIRVIEW, KOWLOON. HOUSES in LEIGHTON HILL ROAD.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 13th March, 1901.

TO LET.

"STONY BROOK COTTAGE" (with GARDEN), and RICHMOND TERRACE—Nos. 2 & 3. Possession on 1st April; No. 6, Immediate Possession.

Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co.,

